Appendix C

Draft Proposed Overlake Master Plan and Implementation Strategy

Draft Proposed



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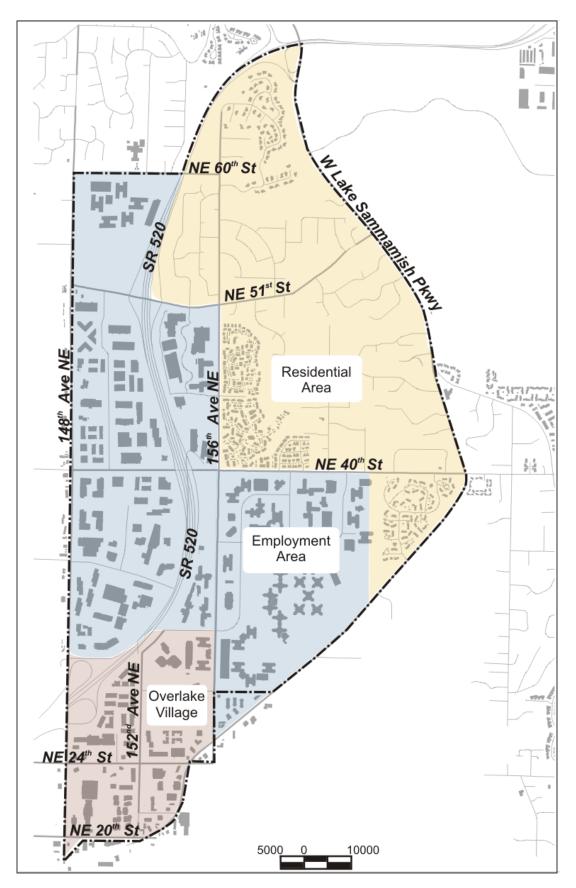


Introduction: Overlake Neighborhood

With its corporate campuses, shopping and residential areas, Overlake is a regional urban center offering opportunities to live, work, shop, and recreate. It is home to major corporations, offices, and high technology research and development businesses, a range of small and large retailers, and single-and multi-family residences. Close to regional parks and recreational amenities, its wooded feel creates a campus-like backdrop for its multiple users.

Overlake is well located in southwest Redmond and easily accessed off State Route 520. A short distance to Redmond Town Center and Downtown Bellevue, the neighborhood is approximately 15 miles from Seattle and currently well served by local and regional transit. The neighborhood is comprised of three districts: Overlake Village to the south, the Residential Area to the northeast and the Employment Area in between.

Overlake is located in the southwest corner of Redmond, bounded on the west by 148th Avenue NE, on the south by NE 20th Street, Bel Red Road / West Lake Sammamish Parkway to the east, and NE 60th Street / SR 520 to the north. SR 520 bisects the western third of the neighborhood.



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Multi-family development in the Residential Area.

The Residential Area consists primarily of single family homes with interspersed multi-family development. This area will not experience significant change in the next twenty years, but will continue to accommodate infill development.



The treed, campus-like environment of Overlake's Employment Area.

Overlake's Employment Area consists of major corporations, offices, and high technology research and development businesses. The area is characterized by treed corporate campuses. This area will continue to provide for phased growth over time.



One-story retail or office development characterizes much of Overlake's Village today.

Of the neighborhood's three districts, Overlake Village is the most poised for change as it is generally developed to a low intensity and characterized by one- or two-story buildings and surface parking. Though it supports a wide range of uses, its commercial development is similar to many other suburban locations – auto-oriented with non-descript architecture.

Purpose

This Master Plan refines the community's vision for Overlake adopted in 1999, coordinates an approach to land use, transportation, parks and natural resources in the area and lays out a strategy to achieve the refined vision. It advances a number of long-standing goals for Overlake, including providing places to live that are close to jobs and amenities. It also builds on Overlake's existing assets and opportunities, including the planned extension of light rail with Sound Transit Phase 2, relocation of Group Health's in-patient facility, and Microsoft's planned expansion.

This Plan is intended to guide private development and public investments so that new projects fit the community's vision and accomplish public as well as private objectives. Implementation of this Plan will depend on taking action. The detailed list of implementation steps in this plan will guide the actions of the City for the next twenty years.

"I believe the time has come for us – as a community – to take a careful look at Overlake and how investments over the next 20 years could transform this area into a vibrant urban village with places for people to work, live and play."

Mayor Rosemarie Ives



Sound Transit is evaluating service to Overlake as part of its planning to bring light rail to the east side.



Microsoft plans to add 2.2 million square feet for 12,000 additional employees within the next several years. To support this growth, Microsoft will be completing approximately \$35 million in street and sewer improvements, including the new SR 520 overpass connecting NE 31st to NE 36thStreet





Redevelopment of the Group Health site is envisioned after relocation of the Overlake inpatient facility in 2008

Process

The Overlake Master Plan and Implementation Strategy was developed in partnership and close coordination with the area's business and property owners, people who live or work in the area, interested community members, Redmond elected officials and members of several boards and commissions, staff and project consultants. Input and comments were encouraged at three neighborhood events, several focus group and stakeholder meetings, and through the Redmond website.

Comprehensive Plan Policies Summary

The Redmond Comprehensive Plan sets the direction for Overlake with policies addressing land use; character and design; parks, recreation, open space and the arts; transportation; and public facilities and services for the neighborhood as a whole and for each of the three districts.

The policies relating to Overlake are included in their entirety in the Comprehensive Plan.



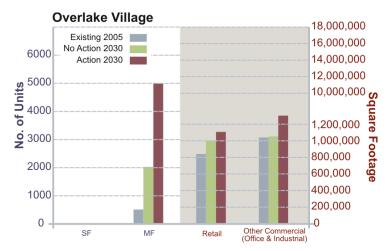


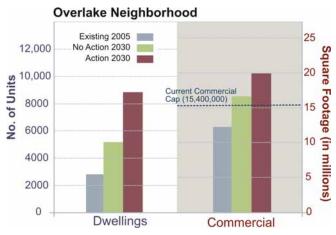
Overlake Urban Center Design Workshop attendees refine the vision for Overlake Village (top); community members discuss transportation alternatives at an open house.

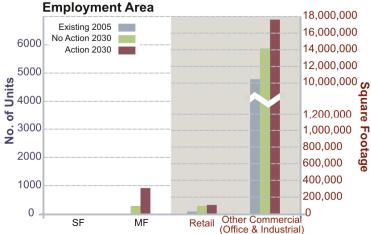
Demographic Projections

Overlake will play a critical role in Redmond's evolution as envisioned by the Comprehensive Plan. By 2030, Overlake should be able to accommodate:

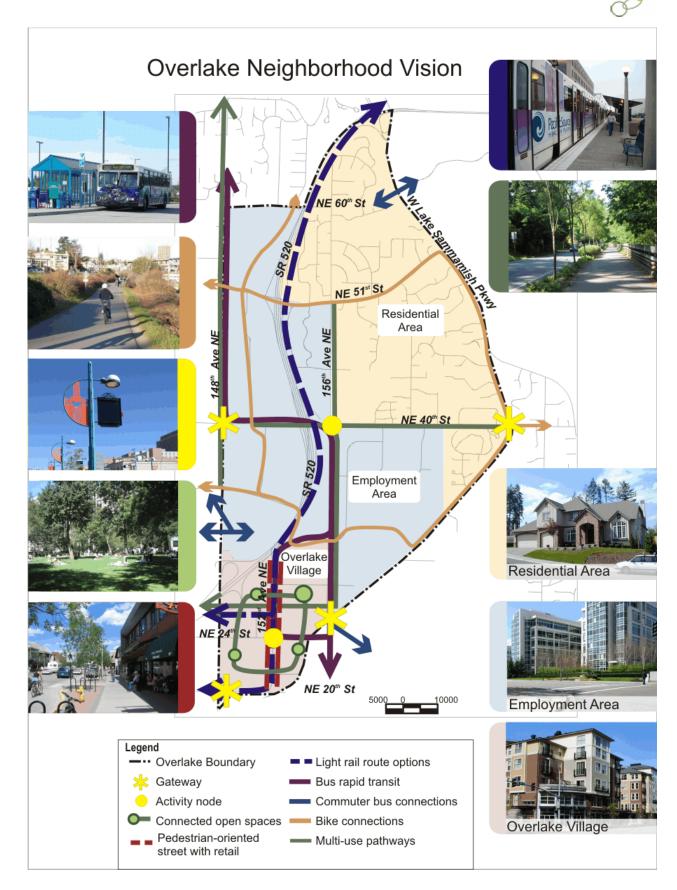
- Significant multi-family, retail, and office growth in Overlake Village
- Phased office growth along with some multifamily and retail growth in the Employment Area
- Modest infill and new single-family residential development in the Residential Area











Vision

Overlake will be an attractive, safe place to live, work, shop and play. A vibrant neighborhood with a mix and density of uses, Overlake will include plazas, parks, trails and other amenities for its residents and visitors. It will be walkable, bikeable and served by frequent transit service and will continue to thrive as an employment center, residential neighborhood and commercial center serving nearby areas. Strong multimodal linkages will connect the neighborhood's three subareas to each other and to their surroundings. Goals specific to Overlake's three districts are summarized below:

Overlake Village

Increase the area's diversity of uses and activity by encouraging development of a range of multi-family housing, retail and service businesses, pedestrian-oriented activities and alternative transportation modes. Evolve over time to be a true urban residential/mixed-use neighborhood: a vibrant gathering place for people, with a variety of stores and eateries that line the streets as part of integrated, multi-story developments.

Employment Area

Maintain and enhance the area's role as a major corporate, advanced technology, research and development, and compatible manufacturing hub for Redmond and the region, while retaining a campus-like feel with significant trees.

Residential Area

Protect the character and feel of Overlake's residential area and strengthen its connections to Overlake Village, the Employment Area and its surroundings.

The strategies described in the next section will be used to achieve this neighborhood vision. They are guided by the following key principles:

- Creating a sense of place
- Creating a place where people want to live
- Making connections to improve transportation choices
- · Creating a system of connected open spaces
- Growing "greener" by promoting sustainable development

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With the year 2030 as our target, the Overlake Neighborhood Plan envisions a vibrant neighborhood that successfully accommodates housing and employment growth, parks and open spaces, improved pedestrian, bike, and vehicle circulation, as well as a transit system. The Overlake Village, Employment, and Residential Areas will connect to create a cohesive neighborhood and critical urban center within the Redmond - Bellevue corridor.



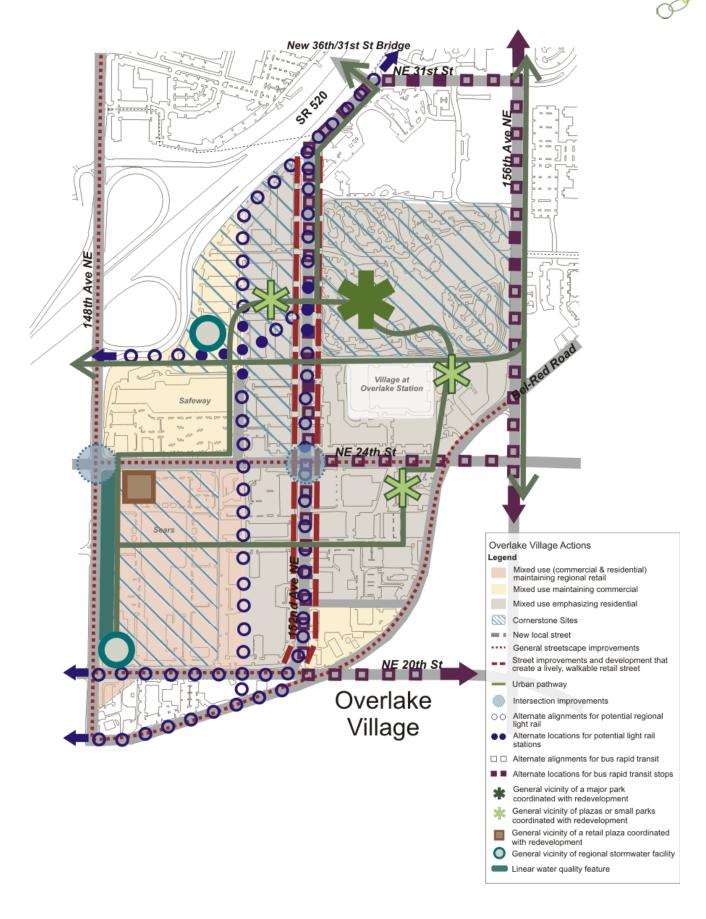
Strategies for Action

The Strategies for Action identify the Land Use, Transportation, and Open Space strategies needed to achieve the neighborhood's vision. They build on Overlake's existing strengths, including its active retailers and businesses, as well as its proximity to employment centers, residential neighborhoods and regional recreation opportunities.

The Strategies for Action depict the neighborhood at 2030. They assume significant investment by numerous agencies including the City of Redmond, King County Metro Transit, and Sound Transit as well as property development initiated and undertaken by property owners



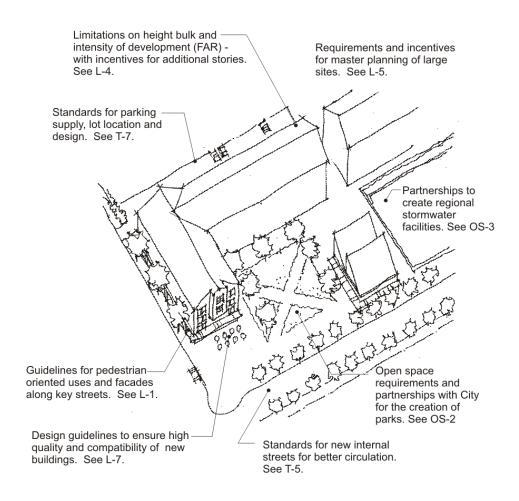
A walkable mixed-use center with great pedestrian spaces is envisioned for Overlake Village.



Land Use and Development

In order to achieve the vision of creating a vibrant, walkable neighborhood that has a sense of place, development in Overlake will need to follow a number of key land use and development strategies. These strategies focus on creating a retail, pedestrian-oriented street on 152nd Avenue NE, targeting multi-family development for suitable locations in Overlake Village, and coordinating development on and between key sites. The following image illustrates how these land use strategies will work together to achieve the neighborhood's desired development.

How can we shape new development to achieve the community's vision?



Overlake Village

L-1 Develop a lively, walkable retail street on 152nd Avenue NE

152nd Avenue NE will become the heart of Overlake. Neighborhood-scale retail incorporated in mixed-use developments will impart a distinctive character and a lively pedestrian environment along this corridor. Unlike a traditional main street, 152nd Avenue NE will transition into a busy, vibrant corridor that supports a variety of activities. With housing, retail, open spaces, mass transit, and bike lanes, this corridor will become a hub of activity within the Overlake Neighborhood. Supported by multi-modal transportation options, special street features, and public open spaces described in the following sections, 152nd Avenue NE will become a true community place and neighborhood center.



L-2 Develop multi-family as the majority use along 152nd Avenue NE and in the eastern portion of Overlake Village.

Multi-family development in Overlake Village is the essential ingredient necessary for the area's evolution into the envisioned vibrant, 24-hour mixed-use village. Participants in the Design Workshop and Open House held in 2006 recognized that the eastern portion and area along 152nd Avenue NE, pictured to the right, is the neighborhood's best opportunity to attract residents to the area due to its location within this core and proximity to transit options and the employment center. Because of the critical importance of attracting residential uses in this area to achieving the community's vision for Overlake, the proposed plan would require residential uses to be a minimum of 50% of a development, measured in gross square footage of proposed uses in the multi-family emphasis area. Regional retail is best suited for the western portion of Overlake Village along its highest visibility and highest trafficked corridors. In this western area, residential uses would be required as a minimum of 25% of new developments.

L-3 Encourage small, local businesses to remain in the neighborhood.

The City should continue to work with Overlake's diverse local businesses to ensure that this diversity can be retained. The plan proposes an incentive for developers (in the form of additional floor area and building height) to incorporate a percentage of ground floor retail space at below market rate in order to provide affordable retail space for small, local businesses in the area. This incentive program will be discussed in more detail in L-4.



"Greener", Sustainable Growth

As Overlake transitions, its goal is to grow "greener", or to lessen the impact of its growth on the environment. The Master Plan incorporates the following strategies to encourage sustainable growth:

- Transitioning to more efficient urban form; from low density development and surface parking to compact mixed-use buildings and underground parking
- Accommodating residential growth close to jobs and amenities, rather than on more distant or "greenfield" sites
- Creating a robust multi-modal transportation system and comprehensive program to reduce single occupancy vehicle trips
- Encouraging low-impact and green building techniques.
- Enhancing livability with programs to increase the area's green character, such as the addition of street trees and landscaping
- Installing park areas and open spaces
- Encouraging creative approaches to conserve water and treat stormwater

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L-4 Tailor the Incentive Program Offered in Overlake Village

The community desires a number of features in Overlake Village to enhance its character and overall livability, including residential uses, publicly accessible open space, underground parking, and sustainable approaches to energy use and construction. Additional building height and/or development capacity is proposed as an incentive for private developers to provide these "extras" that will benefit all of Overlake.

Similar to the City's existing bonus programs, the incentive program would allow additional stories of development (up to a total maximum of eight stories) and / or an increase in the allowed Floor Area Ratio, in exchange for desired public amenities. These amenities include:

- LEED or comparable built green certification
- Below grade parking
- Residential majority use (over 75%)
- Dedication of plazas or small parks accessible to the public
- Large sites that are master planned
- Affordable retail space, with an emphasis on retaining existing businesses

The incentives associated with these amenities are discussed in more detail in proposed updates to Redmond's Community Development Guide for Overlake

Floor Area Ratio, or "FAR", is the relationship between building area and land area. A floor area ratio of 1.0 means one square foot of building area for each square foot of land area.



A bonus will be offered to developers building public plazas adjacent to retail development.

L-5 Take a Coordinated Approach to Development of Three Cornerstone Sites

The community identified three critically important parcels in Overlake Village: the Group Health, Sears/Regency Center and PS Business Park properties. As these sites total 69 acres, or 47% of the district, the proposed plan would require these three sites to develop a master plan prior to any proposed development because coordinated redevelopment will set the tone for the entire Overlake Village.

- The PS Business Park and Group Health parcels are located along the 152nd Avenue NE corridor, close to the future Light Rail Station and Bus Rapid Transit. Redevelopment of these properties provides opportunities to incorporate a diverse mix of uses, lively street frontage, a good-sized community open space and a regional stormwater facility. Master planning of the Group Health site also provides an opportunity for sensitive design to conserve groves of existing trees.
- The Sears /Regency Center site is also a neighborhood cornerstone; redevelopment of this site has the opportunity to provide a more pedestrian-friendly lifestyle retail center and signature stormwater facility (discussed in more detail in the Open Space section). Master Planning of these properties will ensure a coordinated approach to development that meets community goals.

At a minimum, these master plans should contain the following elements:

- Site plan indicating proposed land uses
- Height and bulk study that demonstrates how building mass and scale relate to open spaces, pedestrian pathways, streets, and other buildings.
- Transportation and circulation plan indicating the layout and design of streets, pedestrian pathways, parking, and transit facilities
- Parks, open space, and any cultural facilities
- Landscaping concepts
- Design concept that is in conformance with the neighborhood's design standards
- Infrastructure improvements
- Identification of Environmentally Sensitive Areas
- Approach to sustainable design



L-6 Provide Additional Incentives to Obtain Special Amenities on the Cornerstone Sites.

Special community amenities are desired on the Cornerstone Sites including significant multi-function open spaces and regional stormwater facilities. These amenities are estimated to require between two to four acres (or between 8 and 19% of a site) dedicated to community uses. The character and design of these amenities is described in the Open Space and Natural Features section.

Additional building height and development capacity are proposed as an incentive for private developers to provide space for these "extras" that will benefit all of Overlake. This special incentive program under consideration could allow additional stories of development (up to a total height of 10 stories) and an increase in the allowed residential and commercial Floor Area Ratio, in exchange for dedicating adequate acreage for the desired civic amenities.





Create a place where people want to live.

One of the most important changes in Overlake will be the transition of Overlake Village from a retail and office center to a 24-hour mixed-use neighborhood. Residents are the essential ingredient for this transition.

To attract residents to Overlake Village, the neighborhood needs to offer amenities common to great residential neighborhoods: pleasant walking streets, neighborhood-oriented retail and services, transportation options, open spaces, trails and a well-designed, attractive built environment.

L-7 Revise development standards and establish design quidelines

Revised development standards and detailed design guidelines will help to ensure that development in Overlake contributes to a unique character and the creation of a sense of place, and supports other key goals, including sustainable development, provision of open space and transportation connections.

Employment Area

L-8 Establish a phased approach for potential increases in commercial square footage

Two objectives that underlie Redmond's citywide growth strategy are providing additional opportunities for people who work in Redmond to also live here, and making walking, bicycling and transit desirable ways to travel for work and other trips. The community has strongly supported linking potential increases in zoning capacity in the Employment Area to progress on these two objectives. In addition, citizens have emphasized the need for other services and facilities to adequately support community needs. The approach for phasing increased zoning capacity in the Employment Area should be based on progress on the following measures:

- The pace of new multi-family residential development in Overlake. A 2005 residential market analysis for Overlake projected demand for 160 to 200 new dwellings per year through 2030.
- Progress on regional transportation improvements. For example, final phases of commercial development capacity increases could be linked to full funding and completed design of light rail transit service to Overlake.
- Implementation of transportation improvements and multimodal goals for Overlake
- Adequacy of parks, emergency services, and other needs to serve a growing daytime population

The existing agreement between Redmond and Bellevue regarding new commercial development in Overlake and the Bel-Red Corridor, and corresponding transportation improvements, expires in 2012. The two cities have committed to undertake the technical and policy work needed to update the agreement.

L-9 Support Opportunities for Multi-Family, Limited Retail Development in the Employment Area

Within the Employment Area, multi-family development as part of mixed-use developments is encouraged because it will allow people to walk to work, thus encouraging a healthy lifestyle and reducing vehicle trips. Small-scale retail development will serve the large number of employees within the area by providing places to eat lunch and run errands. Destination or regional retail is discouraged in the Employment Area.

Residential Area

L-10 Continue to protect the character of nearby residential neighborhoods.

Maintain transitions between the residential neighborhoods and the Employment Area. Within the Employment Area, use techniques such as limits on building height, requirements for landscaping and buffers, and controls for noise and lighting.

L-11 Improve access to open space in residential neighborhoods.

Provide access to Marymoor Park via trails along creeks. Improve bike connections throughout the neighborhood.

Neighborhood Wide

L-12 Designate key nodes and gateways within the neighborhood.

Gateways indicate where Overlake begins and ends and help form a solid identity for the neighborhood. Special street light treatments with signage are proposed at key intersections marking a gateway. One large evergreen tree could be placed at each gateway to act as a landmark for the neighborhood. Key gateways include:

- The proposed stormwater and open space feature at 148th
 Ave NE and NE 20th St
- The intersection of NE 24th St and Bel-Red Road
- The intersection of NE 40th St and Bel-Red Road
- The intersection of NE 40th St and 148th Ave NE

Nodes represent key points within the neighborhood because of important transit connections or central retail areas. They help create a unique identity within the neighborhood and will help connect the three distinct areas within the neighborhood. Distinctive street treatments and signage should be used to mark the following significant nodes:

- The intersection of 156th Ave NE and NE 40th St with the planned LRT station at 40th, and potential for residential and some retail uses
- The intersection of 152nd Ave NE and NE 24th St, due to its proximity to a planned LRT station in Overlake Village





Gateway feature that is actually a sequence of lights with special emblems.

Create a sense of place.

Today, Overlake lacks a cohesive, recognizable image. It is difficult to define the neighborhood or its center; there are no clear gateways and or intuitive connection between its districts.

Creating a sense of place, or a "there" there, is a guiding principle of this Master Plan. To achieve this, the plan develops 152nd Avenue NE in Overlake Village as the neighborhood's linear centerpiece. This street will be distinctive in Redmond for its vibrant, diverse businesses, community spaces, and special street design. Beyond its appearance, the street will be a core multi-modal connector, potentially supporting light rall transit as well as pedestrian and bike connections.

To help unify Overlake's districts, a consistent palette of streetscape improvements and signage will be installed throughout the neighborhood.

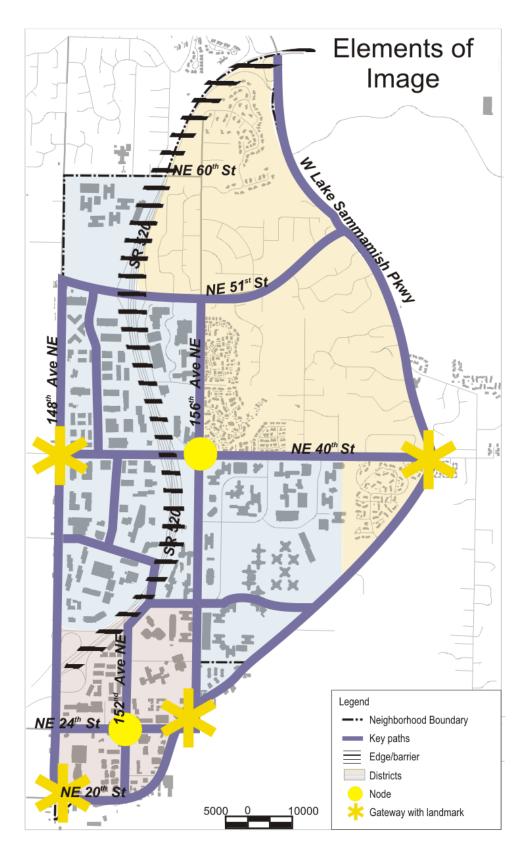


Image of the City

Kevin Lynch, in 1960, wrote about the city image and its elements in his book <u>The</u> <u>Image of the City</u>. The key elements he identified are:

- Paths channels along which the observer moves, such as streets, walkways, or transit lines.
- Edges linear elements that act as boundaries or barriers.
- Districts sections of the neighborhood which have some common, identifying character
- Nodes points or strategic spots in a neighborhood which can be entered and are often the convergence of key paths or the focus of a district.
- Landmarks- a point reference that cannot be entered and is usually a physical object.

Transportation

A major priority for the Overlake Neighborhood is to develop a multimodal transportation system. To achieve this system, a balance has to be found among travel, circulation and access needs; pedestrian, bicycle, transit and vehicle modes; freight, delivery and emergency vehicle needs; and, finally, capacity and quality of life. This plan strives to make travel on foot, by bike and transit more convenient and attractive.

By 2030, the Overlake neighborhood will be a multi-modal center that is well connected to surrounding neighborhoods and commercial centers, as well as other regional centers. Within the neighborhood, the Employment Area, Residential Area, and Overlake Village will be easily accessed via pedestrian, transit, and roadway corridors. Multi-modal connections will be provided in order to improve community connections for all modes of travel.

In order to become this well-connected neighborhood, a number of strategies have been identified that include improving local access and the pedestrian environment, supporting regional and local transit connections, and accommodating regional through traffic. Forging regional partnerships with Bellevue, Kirkland, King County Metro, Sound Transit, Washington State Department of Transportation and other key players will be critical to carrying out these strategies.



Make Connections

Overlake is ideally located between
Downtown Redmond and Downtown
Bellevue and close to a number of parks
and trails. Unfortunately, congestion
and missing linkages limit connectivity
between the neighborhood's districts
and to destinations outside its borders.

The Master Plan addresses congestion and makes connections by:

- Improving traffic flow along several corridors
- Filling in the street grid with additional local connector streets to help reduce arterial volumes
- Partnering with transit agencies and adjacent jurisdictions to create strong regional transit connections to downtown Redmond, Bellevue, Crossroads, and Seattle through Bus Rapid Transit and Light Rail.
- Partnering with employers to support programs aimed at significantly reducing single-occupancy vehicle
- Enhancing the pedestrian and bicycle pathways throughout the neighborhood, and nearby areas.



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T-1 Improve connections for non-motorized travel

Adding new sidewalks, bike lanes, and multi-use pathways will improve local connections for non-motorized travel. Non-motorized modes will also be supported by improving existing infrastructure by adding pedestrian crossings and grade separated overpasses. This will help improve the overall pedestrian environment within the neighborhood and will help to encourage non-motorized trips between Overlake Village, the Employment Area, and the Residential Area. The following improvements are recommended:

- Fill in gaps in sidewalk system throughout the neighborhood
- Add and improve bike lanes throughout the neighborhood
- Build select multi-use pathways throughout the neighborhood
- Add mid-block crossing with in-pavement lighting at key locations
- Add signalized mid-block crossings at key locations
- Consider grade separated overpasses at key locations

T-2 Improve the street environment for pedestrians

Landscaping, planting strips, wide sidewalks, pedestrian lighting and street furniture enhance the pedestrian experience, improve pedestrian safety, and help to create a cohesive identity for the neighborhood. Much of the improvements will be focused in Overlake Village, the neighborhood's walkable center. Key improvements will be focused on the most important corridors. Future extension of light rail provides an opportunity to partner with Sound Transit on improvements along the selected light rail alignment. Coordination with Bellevue to ensure the design of the streetscapes is consistent for cross-jurisdictional streets, including 148th Avenue NE and Bel-Red Road, is also key.



Example of a multi-use pathway



Example of multi-use pathwayl



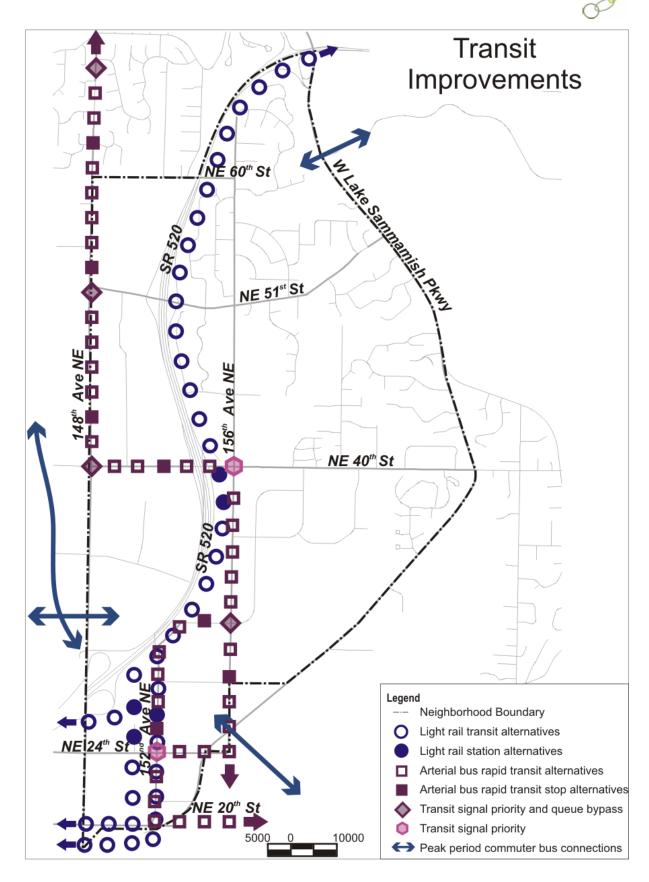
Example of pedestrian-oriented street



Example of pedestrian-oriented street

T-3 Improve streetscape on 152nd Avenue NE

Significant improvements are recommended for 152nd Avenue NE to facilitate its transition into a walkable, pedestrian-oriented retail street. Twelve-foot sidewalks with four feet for tree grates and the opportunity for four to eight feet for small plazas will create a safe, pleasant pedestrian environment. Bike lanes in each direction and space for a possible light rail line will allow 152nd Avenue NE to transition into a multi-modal corridor.



T-4 Coordinate with transit agencies to enhance regional and local transit connections

Future development as envisioned in Overlake depends on coordinated improvements to regional and local transit service. Bus Rapid Transit (BRT) and Light Rail Service in the Overlake Village would provide vital connections for the neighborhood core and its residents and support the significant amount of residential and commercial development envisioned for the area. Transit will help connect Overlake Village, the Employment Area, and the Residential Area within Overlake, and connect Overlake to nearby commercial and city centers. Light rail, bus rapid transit, and commuter buses should be coordinated to efficiently serve the neighborhood.

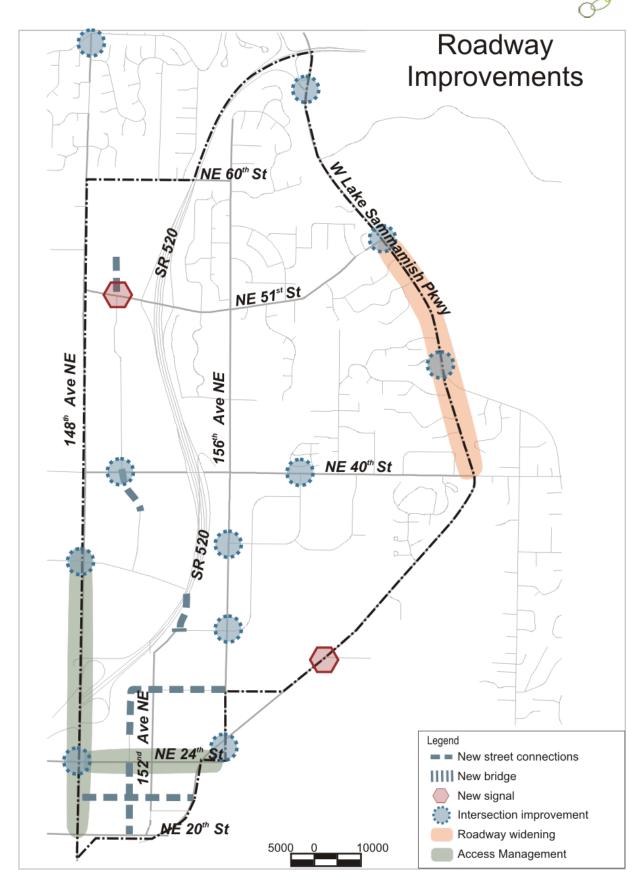
As transit agencies plan for future service to the area, Redmond should continue to work closely with adjacent jurisdictions and regional transit agencies to ensure that adequate and appropriately located transit service is provided. Improvements envisioned for Overlake include:

- Arterial Bus Rapid Transit from Redmond to Bellevue
- Light rail from downtown Seattle to downtown Bellevue, and from downtown Bellevue to downtown Redmond through Overlake
- Peak Period Commuter Bus to Lynnwood/Canyon Park, Issaquah/Sammamish, and North Seattle
- Transit signal priorities and queue bypass lanes
- Transit access through Marymoor Park
- HOV direct access ramp at the NE 40th St and SR 520 Interchange

In planning for transit services, Redmond will strive to achieve:

- BRT stop on 152nd Avenue NE north of NE 24th St and LRT station in the center of Overlake Village to anchor development and establish ridership patterns
- Timely identification of preferred light rail route to support redevelopment decisions in the next three years





T-5 Improve local access for all modes by expanding the street network

Improving access within Overlake will help facilitate a multi-modal transportation system. Currently, the street system is comprised almost entirely of arterial streets that serve a high volume of regional traffic. As such, there is a need in this area for a denser network of smaller local streets. Expanding the street network of the neighborhood by connecting the grid with new streets will improve both motorized and non-motorized local circulation and access.

T-6 Accommodate regional through-traffic

In coordination with the growth of the Overlake Neighborhood and proposed transportation improvements, the need to accommodate regional through-traffic will be balanced with other transportation goals. The safety and function of the area's arterials and key intersections will be improved in order to maintain or improve the current level of regional through-traffic. Making modifications to SR 520 as well as improvements in regional transit should improve the area's capacity for regional trips. Street modifications will also help improve traffic flow. Street modifications include:

- Intersection improvements to facilitate turning
- Widening the street in certain locations
- Reconfiguring the street design
- Implementing more stringent access management



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T-7 Create a parking management program within Overlake Neighborhood

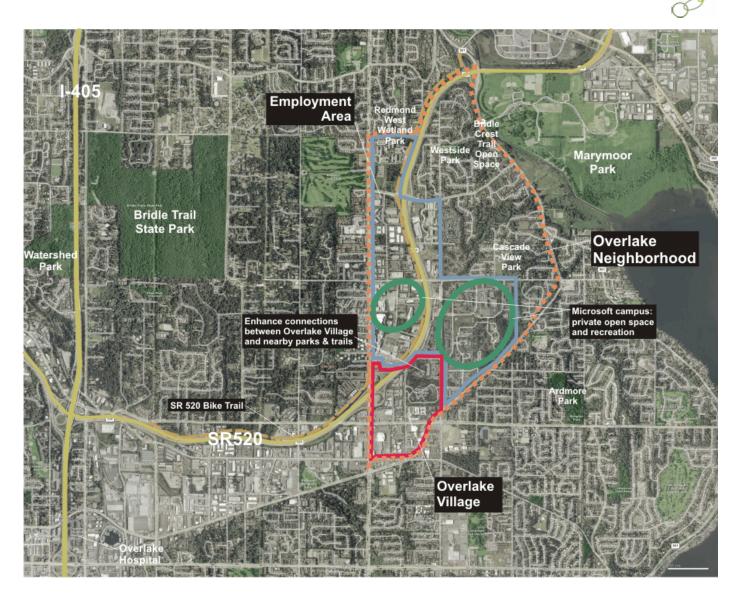
This parking management program will focus on reducing or, in the long term, eliminating minimum parking standards, creating a residential parking permit program, and refining parking credits for mixed use developments.

T- 8 Update the Transportation Demand Management program for Overlake Neighborhood.

This TDM program will strive to achieve a non-single occupancy vehicle mode share goal of 40 percent for 2030 all day trips in the Overlake Neighborhood. This TDM program will be consistent with the TDM policy adopted in the Redmond Comprehensive Plan (TR-37).



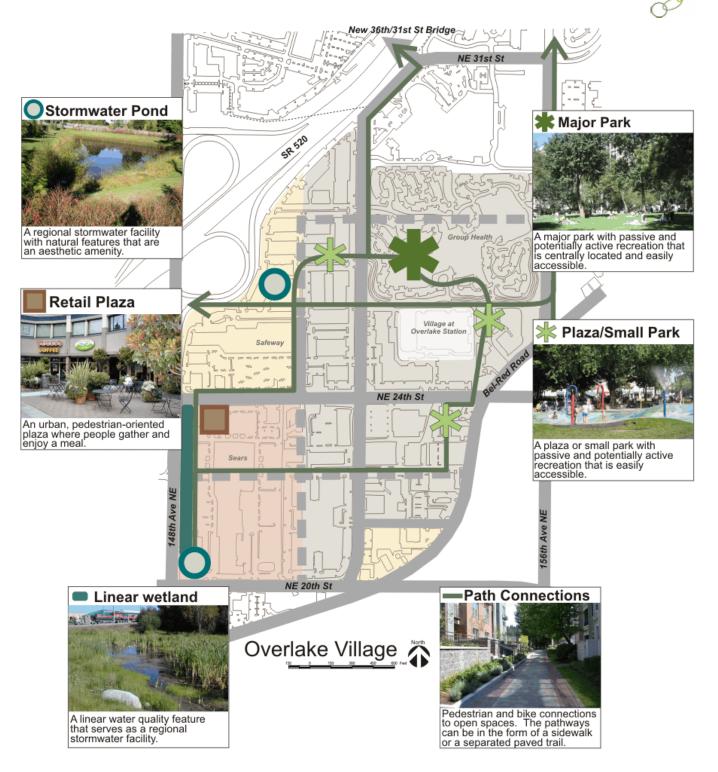




Open Space & Public Amenities

Overlake benefits from having a number of quality open spaces within and in close proximity to the neighborhood, including Marymoor Park, Bridle Trails State Park, and the SR 520 Bike Path.

Access and connections to these parks, however, need to be improved in order to better serve the residents and workers in Overlake. As the population of Overlake continues to grow, it will also be necessary to ensure that the number of parks and open spaces within the neighborhood's borders grow at a similar rate. Within Overlake Village, it will be especially important to add parks and open space.



OS-1 Provide multi-modal connections to open spaces and recreational opportunities within and near Overlake Neighborhood.

In order for open spaces and recreational areas to be true amenities, they must be accessible to residents, workers, and visitors in Overlake. In particular, there should be connections, including trails, sidewalks, and bus routes, to:

- Regional open spaces such as Bridle Trails
 State Park and Marymoor Park
- Parks and recreational opportunities near Overlake Village.
- Smaller scale open spaces in the residential area

Create a system of connected open spaces

Overlake is close to several regional parks and recreation opportunities, including Marymoor Park and the SR 520 bike trail; however, the area lacks easy access to these amenities. Within the neighborhood, Overlake lacks a substantial community gathering place and Overlake Village does not include any parks and recreation areas within its borders. This severely diminishes the livability of this district and its appeal to future residents. The Master Plan addresses these issues by:

- Improving access to the surrounding regional parks and recreation amenities.
- Creating a variety of open spaces in Overlake Village as the area redevelops, designed to serve a number of purposes.
- Connecting the open spaces with a network of pedestrian connections.

OS-2 Coordinate new open spaces with new development in Overlake Village.

A system of open spaces are proposed to be added throughout Overlake Village and connected by pedestrian-friendly landscaped sidewalks and multi-use pathways. It is important that these new open spaces relate to adjacent streets and surrounding buildings. While open spaces should be incorporated throughout Overlake Village as property develops, a few locations were identified specifically for park/open space improvements in conjunction with new development:

- Incorporate a signature community open space in the redevelopment of the Group Health site. This is envisioned to be accessible from 152nd Avenue NE and located adjacent to active uses, such as retail and public facilities. The central location of the park combined with the proximity to mass transit will ensure that it is easily accessible to the entire neighborhood as well as surrounding areas. This major park would act as a central neighborhood gathering place through the provision of plazas and green spaces.
- Incorporate a small park or plaza as part of future redevelopment of the PS Business Park site. This park should be a place where people gather for passive social activities and potentially active play. It will be accessible from the 152nd corridor and will be located in close proximity to a light rail station and a bus rapid transit stop. A water feature could be added to enhance the aesthetics of the park and as a play feature for children.
- Incorporate a retail plaza as part of future redevelopment of the Sears/Regency Center site. A pleasant gathering space, this plaza should be developed with adjacent active uses such as cafes or retail. The pedestrian-oriented plaza would be accessible from NE 24th Street.



Example of a major park



Example of a small park



Example of retail plaza

OS-3 Develop regional stormwater facilities in the Overlake Village

These facilities will treat stormwater from Overlake Neighborhood. The goal of these facilities is to handle 70% of the stormwater runoff from all redeveloped private parcels in the Overlake Village and 100% of the runoff from the public right-ofways, to avoid the need to detain and treat stormwater on a siteby-site basis. The proposed approach is one facility that combines flow control and water quality function in the form of a two to four acre wet pond in the northwest corner of Overlake Village. There is also a need for a large flow control facility in the form of a two to four acre stormwater pond in the southwest corner of the Village. This pond is envisioned to also act as a gateway to the neighborhood. A linear water quality feature in the form of a linear wetland is proposed to be located along the southern portion of 148th Avenue NE. These stormwater facilities will look like natural features surrounded by vegetation and will become aesthetic amenities for the neighborhood.



The Overlake incentive program can build upon the City-wide program which will be developed in the near future. LID techniques can be implemented on a site by site basis in Overlake Neighborhood to decrease stormwater flow levels and to improve water quality. LID techniques include:

- Vegetated (green) roofs
- Rainwater roof harvesting
- Bioretention cells (rain gardens)
- Bioretention swales
- Compost-amended filter strips

Developers can be given incentives to incorporate LID features in developments. The incentives for developers could include:

- Reduced permit review time
- Public recognition
- Flexibility in bulk, dimensional, and height restrictions
- Reduction in stormwater system development fees





"The term bioretention was created to describe an integrated stormwater management practice that uses the chemical, biological, and physical properties of plants, microbes, and soils to remove, or retain, pollutants from stormwater runoff." Puget Sound Action Team's Low Impact Development Technical Guidance Manual for Puget Sound. Bioretention areas are:

- Shallow landscaped depressions with a designed soil mix and plants adapted to the local climate and soil moisture conditions that receive stormwater from a small contributing area.
- Facilities designed to more closely mimic natural conditions, where healthy soil structure and vegetation promote the infiltration, storage, and slow release of stormwater flows
- Small-scale, dispersed facilities that are integrated into the site as a landscape amenity

OS-4 Consider a location for a future community center that is accessible to the entire neighborhood.

A community center could be an important community amenity that would help improve the livability of the entire neighborhood. When considering the potential for a community center, the City should consider including space for the relocation of the Overlake police substation or other needed City services.

OS-5 Support the development of private open spaces and recreation opportunities in the Employment Area.

Work with businesses in the Employment Area to provide open space and recreational opportunities to employees. Large corporations with campuses in this area provide a unique opportunity to incorporate a variety of open spaces.

OS-6 Encourage the use of native and drought resistant plants when designing plantings in open space to reduce irrigation requirements and conserve water.

Plants native to the northwest are accustomed to this area's dry summers and wet winters and therefore require less watering in the summer. They also provide important habitat.

OS-6 Encourage the use of bioretention features as a stormwater management technique and as an aesthetic amenity when designing open spaces.

OS-7 Ensure quality of public and private open spaces.

Establish design standards for open spaces provided as part of private development to ensure that they are safe and meet public objectives.



A new community center could be an important community amenity for the Overlake Neighborhood.



Rain gardens in open spaces can be an aesthetic amenity as well as a technique for stormwater management

Implementation

The vision for Overlake Neighborhood in 2030 can only be achieved with a detailed implementation strategy that clearly lays out realistic priorities, benchmarks, and a timeline. The following principles will guide the implementation of this plan:

- 1. Overlake merits substantial public resources.
 - It has an important role within Redmond and the region
 - The area possesses the potential to achieve the community's vision, but the transformation from an auto oriented commercial and employment center to a more multifaceted mixed use center with improved residential, pedestrian and design qualities will take public investment, most notably on improvements to 152nd Avenue NE, stormwater systems, a park and other street and circulation improvements.
- 2. An integrated system of regulations and incentives will be necessary to guide development in ways that meet the community's vision.
 - Large sites present opportunities that can best be realized through master planning.
 - Regulations must address the mix of uses desired in the area or else the market will likely direct new development toward single purpose commercial development that does not achieve urban center or housing objectives.
 - The design of public and private improvements must be integrated to achieve maximum benefit.
- 3. The phasing of both public and private projects is affected by Sound Transit's schedule for determining a preferred route and ultimate construction of the light rail system.
 - Identify what can be done before a preferred light rail alignment is selected
 - Continue to advocate for an alignment that supports the vision for the area; especially a station near the center of Overlake Village.
- 4. Coordination with other jurisdictions and agencies is essential for success.
 - Collaboration between Redmond and Bellevue in planning for Overlake and the Bel-Red Corridor benefits both jurisdictions and there is the opportunity to build a truly regional spine of regionally (and in some cases, globally) significant elements connected by multimodal transportation network.
 - It is crucial that Overlake receive a bus rapid transit (BRT) stop on 152nd Avenue NE to encourage transit supportive growth that will build ridership for light rail transit, and connect to the Overlake Park and Ride. If there is no BRT stop in the center of the mixed use core, it will be more difficult for Overlake to evolve from its predominantly auto orientation.

The chart on the next page illustrates the interrelationships among the key public and private actions described in this master plan. It also indicates potential timing based on potential extension of light rail transit and other investments, recognizing that any redevelopment would be initiated and undertaken by property owners. The red dashed line indicates when the light rail alignment will be determined. Development in Overlake will be significantly influenced by this decision.

Interrelationships Among Key Actions for Overlake Village

